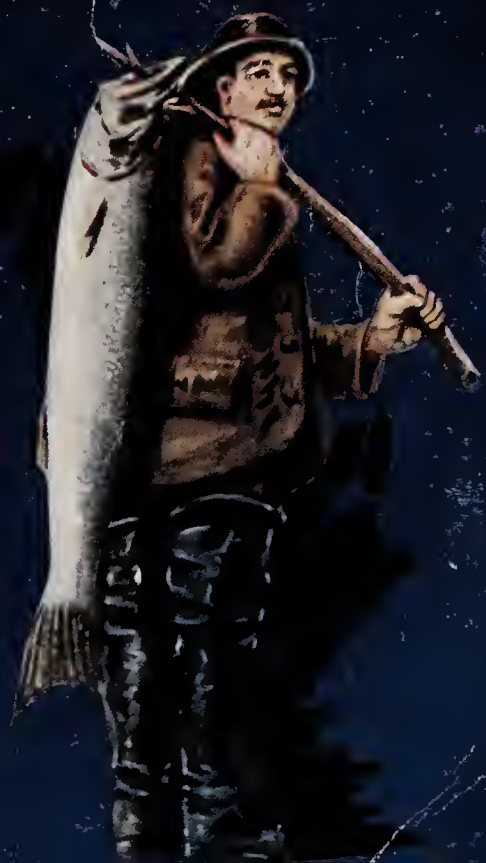
Astoria

CLATSOP COUNTY

Oregon



HERE IS THE GATEWAY TO INFORMATION

Offices of

THE ASTORIA CHAMBER OF COMMERCE

This big community organization has its well appointed headquarters in the Astoria Savings Bank Building, corner 11th and Duane Streets. It's a real welcome place to strangers.

A Story of

The GATEWAY

BEING, IN FACT, A TRUTHFUL
EXPOSITION OF ASTORIA AND
CLATSOP COUNTY, OREGON

The Gateway of the Pacific to the Great Empire of the
Columbia—Oregon, Washington, Idaho
and Montana—through which
the world will trade.

Issued by authority of
The ASTORIA CHAMBER OF COMMERCE

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In the Valley of the Nehalem

FOREWORD

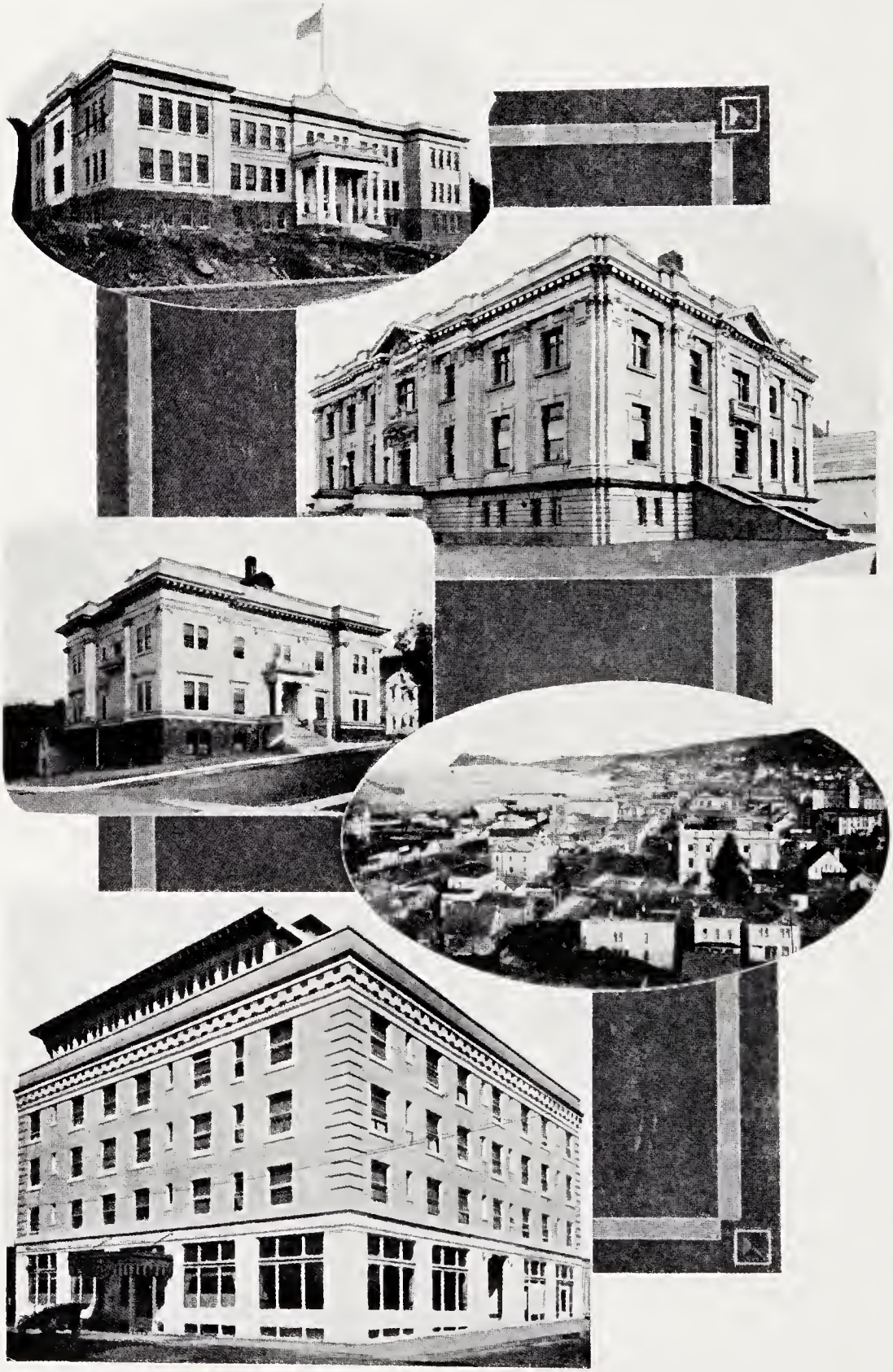
THERE is but one guiding standard in the literary preparation of this composition—to tell the truth. There is but one ultimate object in its making—that strangers to the facts it unfolds shall profit by the publication and thereby attain to better things. Some communities, regrettable as it is to say, appear to regard as laudable, at least justifiable, any publicity work which will have the effect of catching the eye and the fancy of the outsider and of ultimately bringing him within the fold, so to speak, of that particular community, be it state, county or municipality. So long as it brings him, with his family and perchance his goods and chattels, the promoters of the publication feel that in a large measure their ends have been accomplished.

Not so with the sponsors of this modest booklet. Only in the better sense of the term, are the people of Astoria and of Clatsop County promoters. This publication is their mouthpiece, speaking by authority of the city and county Chamber of Commerce, and its basis is one of plain, unvarnished truth; a sticking to facts, a picturing of actual conditions; a presentation of the present and a prospectus of the future. And all this because of the not unworthy desire to have those who are as yet unacquainted with the real values of life which may be found here (or, better, perhaps, attained here by such as will seek them) made cognizant of them.

This publication refuses to mislead. It will urge, but it will not exaggerate. It will invite, but it will offer no free admissions—deadheads are taboo. It will tell its own story, preach its own gospel, in its own way.

For the present, all it asks is that it be read—and believed. And then, if you are of the doubting Thomases, you may do one of two things: stay where you are and (let us hope) be content with the conditions about you; or take the epistle at its word and come to Astoria—here to learn, though you may have traveled far and lived widely, that a new era and area of promise and reward await you.

Read!—and make your choice!



Astoria High School
City Hall

County Court House
A Bit of Astoria

Weinhard-Astoria Hotel

INTRODUCTION

"What do you know about Astoria?"

During several days in mid-January of the present year, I had propounded that question perhaps a hundred times to friends, acquaintances, strangers, hotel clerks and railway officials in various parts of California, but, more particularly, in San Francisco—whence I was to take the steamer, or, rather, let it take me, to that mysterious port in the "Far North," from which had come the offer of a position.

The replies, naturally, were varied; but on the whole they were so unsatisfactory, and withal so discouraging, that, as I flung myself upon the lounge in my cabin on the Admiral Line steamship City of Topeka as we passed out the Golden Gate, I almost hoped that some accident to the machinery might force our early return to Pier 4.

It is true that the day was of the most cheerless kind. A cold drizzle fell from the skies and the famed Golden Gate shone not at all in keeping with its name. A wretched wind blew in straight from the Pacific, and menacing waves—as if in anger and disgust at my departure—swatted the good ship without mercy.

And, after all I had heard, what would conditions be seven or eight hundred miles to the north! The thought, while not exactly terrifying, only added to the pangs of an already outraged conscience, for the first time terribly abused.

Yes, for days I had sought information regarding Astoria. Of course, I mused, I should have known something about it myself, for in the years gone by I had studied geography with all the ardor of a Christopher Columbus, and had even known that Oregon bounded California on the north.

Still I was densely ignorant of Astoria, and hung my head. And yet, with the passing of but nine brief months, I have learned that I was not much more so than a majority of those to whom I had applied for information.

I was told that Astoria was somewhere on the Columbia. Then it was directly on the ocean. One informant stated that it was on an island, but he couldn't remember the latter's name. A wise railway official in 'Frisco imparted the news that "it was only a great, big fishing village." Another said that the whole place was built on piles. A lady, bound for Seattle on the same steamer, said she didn't know much about Astoria, but she heard her husband say it was mostly a timber resort with huge, rolling logs and loud-mackinawed lumberjacks the principal all-the-year-'round visitors.

However, there was one thing upon which all my intelligent informants agreed: "It rains there all the time!" It was one continuous, sky-wide, Christmas to Christmas drizzle, broken each second day by a heavy downpour, and with a cloudburst about every so often.

I must confess that all this information was not jarring—in a vague sort of way I had known these things myself, just as we all know that Hades is always the same; that is, excepting that perhaps at times it is somewhat warmer than at others.

And this was the place I was coming to!—and to take a "position." How much to be preferred was only a "job" in sunny California!

Now, as a matter of sober fact, that trip up the coast turned out to be one of the most delightful ocean voyages I had ever made, and that morning as we sailed smoothly into the harbor of Astoria was as glorious as any it has been my pleasure to live through.

My eyes saw a fine town rising upon a high and verdure-covered peninsula, its business buildings, churches, schools and residences basking in the sun. My lungs took in the clean, pure air with its delicious tang of salt, and my heart filled with a new life—a life, I fear, that had seemed to be ebbing away a few days before. And, above all, long before I had gone from the deck of the steamer, I felt that my mind had awakened to a sense of things as they really were; not as many, including myself, had assumed them to be.

I am writing these lines nine months from the date of that sailing through the Golden Gate. The winter and summer have passed and the glorious fall is at hand. The Golden Gate is far away, but as I write I look out upon that other—the Gateway of the Pacific to the Columbia Empire—and I have no regrets.

Oh, yes, but I have—that I didn't come the sooner!

ASTORIA

It is customary in publications of this kind to at once set forth the advantages of the particular locality to which the stranger is invited, but let us in this instance state the great and potent disadvantage under which Astoria has labored. *It has not been known.* In other words, false impressions regarding it have gone unchallenged in print while its real, substantial merits have been unheralded to the world. Even its own people have not fully appreciated the many blessings at their very doors, and only until recent times have some of the "hardshells" been brought to a realization of the potential wealth remaining uncovered here or the vast possibilities of the future. Without doubt, there are pessimists in heaven.

However, Astoria is bound to surprise the world, and itself, within the next few years. Already a city of approximately 25,000, and a port of importance, there can be no exaggeration of words in the statement that the day is not far distant when its population will be increased many fold and its name be known as a place of more than ordinary consequence in every quarter of the globe.

Nor is this mere language, mere claim. It is easy to write, "it is bound to be;" but in this case facts fully justify every prophesy made in the following numbered paragraphs, paragraphs voted by the substantial citizens to be a statement of their clear and firm conviction:

1. Within five years, Astoria and Clatsop County will have more than doubled in population.

2. Within five years, improved lands in Clatsop County will have doubled in acreage.

3. Within five years, land values within the City of Astoria (excepting perhaps in certain districts) and throughout the greater portion of the county, will have increased from 25 to 50 per cent.

4. Within five years, the present enormous payroll, one million dollars per month, an extraordinary payroll for a city of this size, will have trebled.

5. Within five years, ships will be plying direct between Astoria and all the major ports of the Pacific regions, and to many on the Atlantic seaboard and Europe, carrying the grain of the Northwest, the lumber, fish, flour and other products of Astoria one way and returning laden with the merchandise of the Orient, Australia and South America.

6. Within five years, Astoria will assume at least second place as a naval rendezvous for American and other vessels on the Pacific Coast.

7. Within five years, because of the fertility and peculiar adaptability of its soils, Clatsop County will be producing more berries than any other county on the Pacific Coast. This will include the growing of cranberries, already a safe and sure industry, though just in its infancy. It also means that Astoria will become a center of berry-juice manufacture and export.

8. Within five years, Clatsop County is bound to lead all others in the United States in the production of lumber, already so important here. The vast timber regions of the county, hitherto scarcely touched, will, within a few months, be penetrated by the Lewis & Clark Railroad, now partly built and going forward, and by other avenues in contemplation. Government experts have figured that there are sixty billion feet of marketable

IMMENSE GRAIN ELEVATORS AND FLOURING MILLS

These utilities located at Port Pier No. 1, were brought into being thru and are controlled by the Port of Astoria Commission.

standing timber within the county, and much of this within eight or ten miles of Astoria.

9. Within five years, the City of Astoria will have every street paved and Clatsop County will have hundreds of miles of hard-surfaced roads, reaching all distant sections and at various points connecting with the Roosevelt Military Highway, which in turn will cover the entire seashore route and join the California state highway at the border.

10. Within five years, Astoria will be the most prosperous and progressive city of its size in America—holding the place it holds today, but even with more sureness and with still brighter prospects for the years then to come.

Here, then, are ten prophesies, based on substantial facts and figures, and made after the exercising of common sense and ordinary business vision. It is a trite saying that we do not know the future, and of course we do not.

Delightful to Any Thirst
Here is one of the City Reservoirs, High but not dry, above Astoria

But it is human to believe that the world will continue and that the earth will revolve in its sphere for a long time. It is American to believe that the United States will increase in wealth, power and glory as years roll on; and it is Astorian to feel with supreme, justified confidence that this city at the mouth of the Columbia is destined to such a future as is in prospect for perhaps no other community in the world.

It will be noted that a period of five years has been selected; this, because it is firmly believed, by those whose intelligence, thought and foresight give their opinions weight, that all the good things named will have come to pass within that time.

There will be no such thing as a "boom" in Astoria. No "barn-raising," whereby a structure is thrown together by a gathering of neighbors and a keg of cider. No "hurrah, boys!" Astoria has set her face (one of nature's loveliest countenances, too) against any balloon ascension, freak growth or get-the-people-here proposition. Astoria knows, at least feels, her destiny, and she is content to traverse the solid, straight highway, rather than go across-lots to attain her goal. It may seem tame as compared to the "booster"

and "get-rich-quick" schemes, and it very likely is. But the arrival will be all the better, safer and surer in the long run.

And it is the long run that home-builders must think most about.

A CLEAN, MODERN CITY

Most people like to live in a clean town—a physically clean and shining town! and so most people will like Astoria. There is a great contrast between the smoky, dirty, unkempt small cities of the middle states and those of the Pacific Coast. Astoria exemplifies this. Here one finds broad macadam streets bound by uncompromisingly straight and solid stone curbs, instead of the dirt or brick streets that seem to wander aimlessly through unkempt plots of grass where parking strips should be, but are not. Here are clean straight cement sidewalks. Here are sewage and drainage systems which are models of their kind. And here is pure, sparkling mountain water in such abundance that no one needs to compute the amount which runs through the meter each time. The garden is watered. Let the hose run all day. The Astoria reservoirs have plenty more and to spare.

The city is adequately supplied with electric light and gas. All the thoroughfares are well lighted, and power is of sufficient cheapness that many families do their cooking with electricity.

There are eleven churches in Astoria, the leading denominations being housed in excellent edifices and well supported by the community. A $30,000 Y. M. C. A. building administers to the younger generation. The Y. W. C. A., although it does not as yet own its building, maintains an efficient and energetic work for the young women of the city. Large rest rooms and public meeting hall take care of its growing club work, which was characterized in a recent Northwest report as having made the second largest gains of all the associations in the district in 1918. A recent "drive" for funds was so successful that a permanent Y. W. C. A. in its own building is assured.

The city hall is a commodious, well-built structure, housing the various departments of the municipality as well as the public library, which has an annual circulation of many thousands of volumes.

The fire department is noted for its efficiency; so much so that the state association of underwriters has greatly reduced the insurance rates of the city on the strength of the department's fine performance record in the past few years.

Police protection is ample, and the force maintains a fine appearance, which always impresses favorably visitors from more metropolitan cities.

The Clatsop County Courthouse is an edifice of which any city might be proud. Built at a cost of $130,000 it is a handsome structure which embodies modern building improvements and a beautifully furnished marble interior.

There are five banks in Astoria, the deposits of which now amount to over $8,250,000. They are conducted by keen, conservative and enterprising citizens. A building and loan association has recently been formed.

As for hotels, although traveling men will tell you that they can get accommodations and service in Astoria on a par with that of the great cities of the west, there is opportunity here for still another first-class hotel, or even two, and the investment would be of the very best nature. As a matter of fact, at this writing a new hotel is in prospect.

An encircling street car line provides quick and convenient transportation from both ends of the city to the downtown district, where is a hustling retail section of up-to-date progressive stores. Many people have commented on the attractive retail houses of the city. Astoria's stores reflect instantly the latest modes and styles of the large cities, and stocks in every line are

Millions of Trees Come to Market

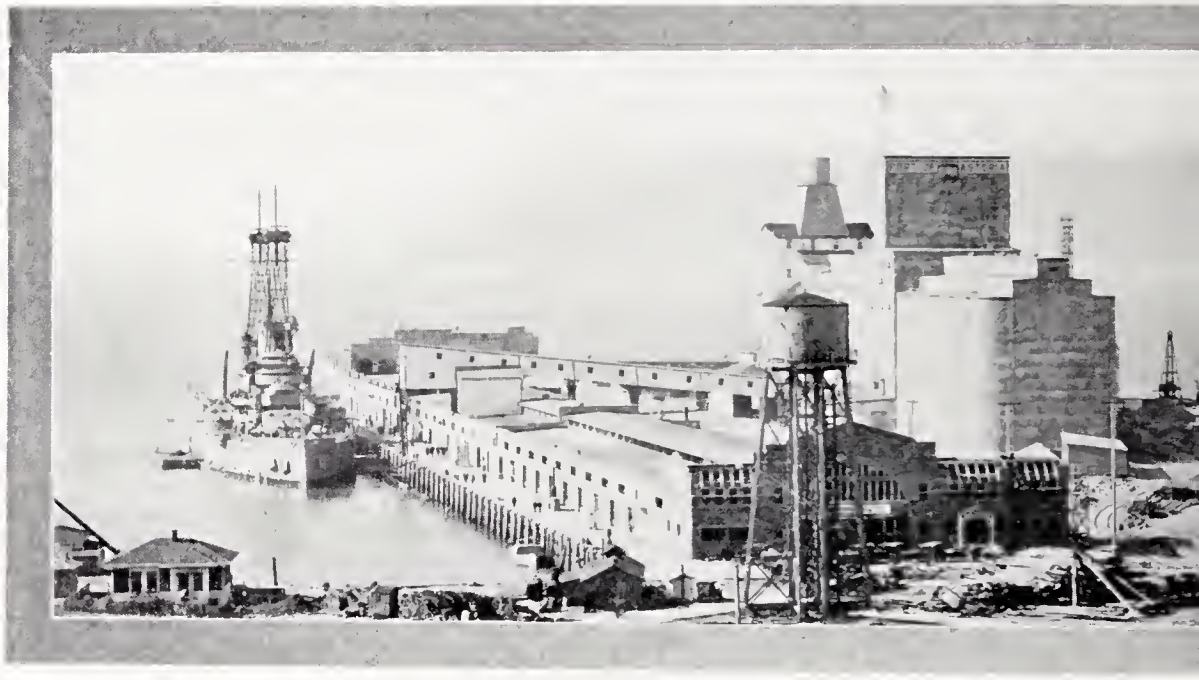
kept fresh and abreast of the times. One candy store has an enviable reputation all over the country among men of the confectionery trade, and its leading product, the famous Centennial chocolate, is ordered through the mails from cities very far removed. People in New Orleans, Boston, Providence, Chicago, having once tasted this unique confection, order it by mail every year, and it is sold in all large cities on the Pacific Coast.

In a word, Astoria is a clean, modern Pacific Coast city; and so it is a city of homes, where every man can have his own house built according to his idea of what a house ought to be, and with something more than a mere pocket handkerchief of lawn in front. It's a city in which you'd like to live, build up your business, raise your children, enjoy life.

It's a city of progressive men who support their institutions, lodges and churches, and work far-sightedly for the support of what is best for the life of the community.

THE PORT OF ASTORIA

Perhaps nothing is more characteristic of the far-seeing, confident young west than the Port of Astoria, organized by law and governed by a commission. Dreamed into being by men of vision, this highly developed terminal of the Columbia River is destined to care for much of the constantly increasing world commerce of the Pacific. Here at Astoria, on "the finest land-locked ocean side harbor of the world," the people of Clatsop County have made provision for the handling of a great commerce which shall help to develop their own district and the commonwealth of Oregon.



TRULY THE WORLD'S LARG
Here we have the U. S. Battleship Vermont and the U. S. Scou
Docks in Fifteen Minute

But dreams and confidence alone will not bring a city into being, will not build up an isolated section of the country, or draw a world commerce to themselves. There must be a sound base to build upon. Had not the United States government recognized the fundamental natural advantages of the lower Columbia river as a harbor, there could be no Port of Astoria. Without the assistance of the government monies and engineering skill, the Columbia River would not be the advantageous port of call for the largest ocean steamers that it is today. Thanks to the federal construction of the north and south jetties at the entrance to the river and by the dredging of the channel, the harbor is open for all time to the greatest ships that float the sea. Indeed, so favorably does the government consider the Astoria harbor that the Navy Department contemplates centering in it the major naval base of the Pacific. On this ample expanse of fresh water, will some day float the giant battle squadrons of the western coast; just as a few weeks ago those splendid vessels of the Pacific Fleet, the battleships Arkansas and

Vermont and the scout cruiser North Carolina swung easily in Astoria's harbor and the Vermont docking in fifteen minutes at the Port Terminal. In the opinion of members of the House Naval Affairs Committee, who visited Astoria this year, and of Secretary Daniels and the naval officers a few weeks ago, the lower Columbia is the logical place for the establishment of one of the major naval bases for the Pacific, similar to Hampton Roads on the Atlantic.

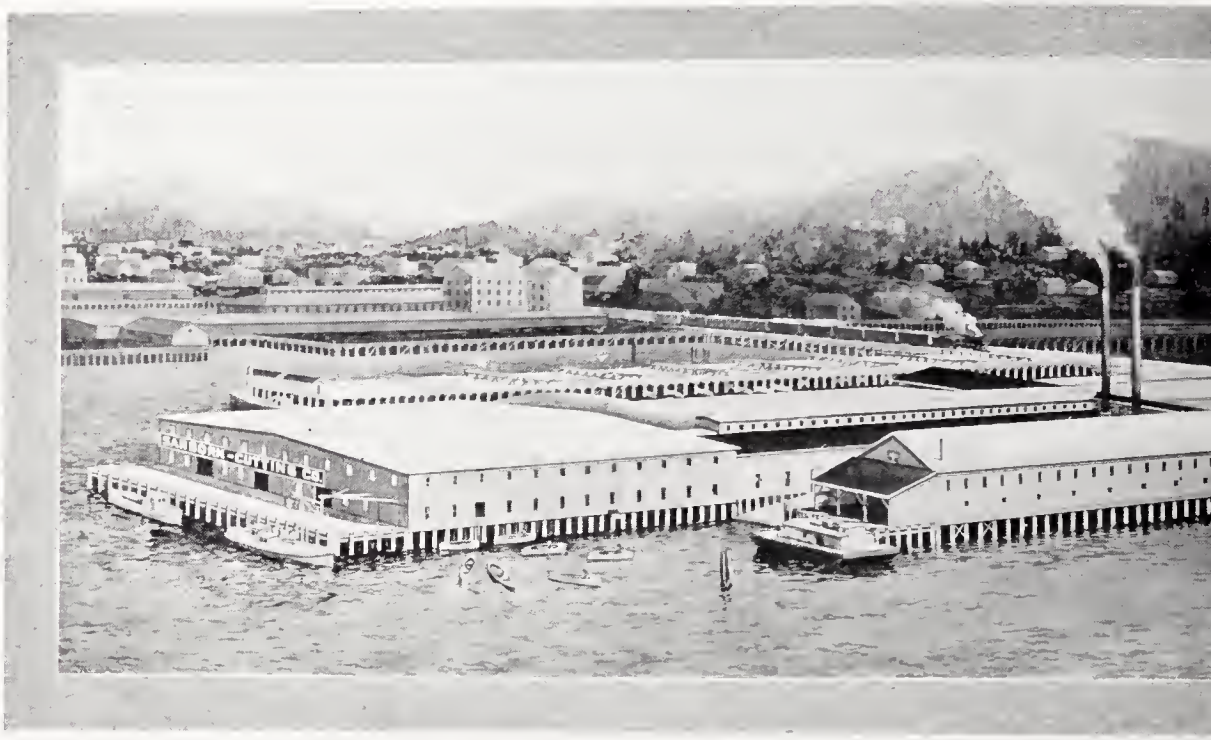
The Port of Astoria, in taking advantage of the natural superiorities of the lower Columbia harbor, has builded wisely and with care. A detailed study was first made of the traffic and commerce of the northwest, the trade of the Pacific, and the Port facilities of seaboard cities on three sides of the

EST FRESH WATER SEAPORT
Cruiser North Carolina. The Vermont tied up at the Port without the aid of a tug

United States. In the piers, warehouses and grain elevators erected by the Port, the best features of the nation's traffic and storage facilities have been incorporated. With a clean start, advantage has been taken of the mistakes made and lessons learned by older terminals.

The facilities of the Port of Astoria now in operation include a 1,300 foot warehouse pier of the most modern type, a 1,300 foot open storage pier, and concrete grain tanks with a capacity of 1,040,000 bushels of wheat. This year a third pier for imports and exports is being built. It will be similar to the present warehouse pier and will cost about one million dollars.

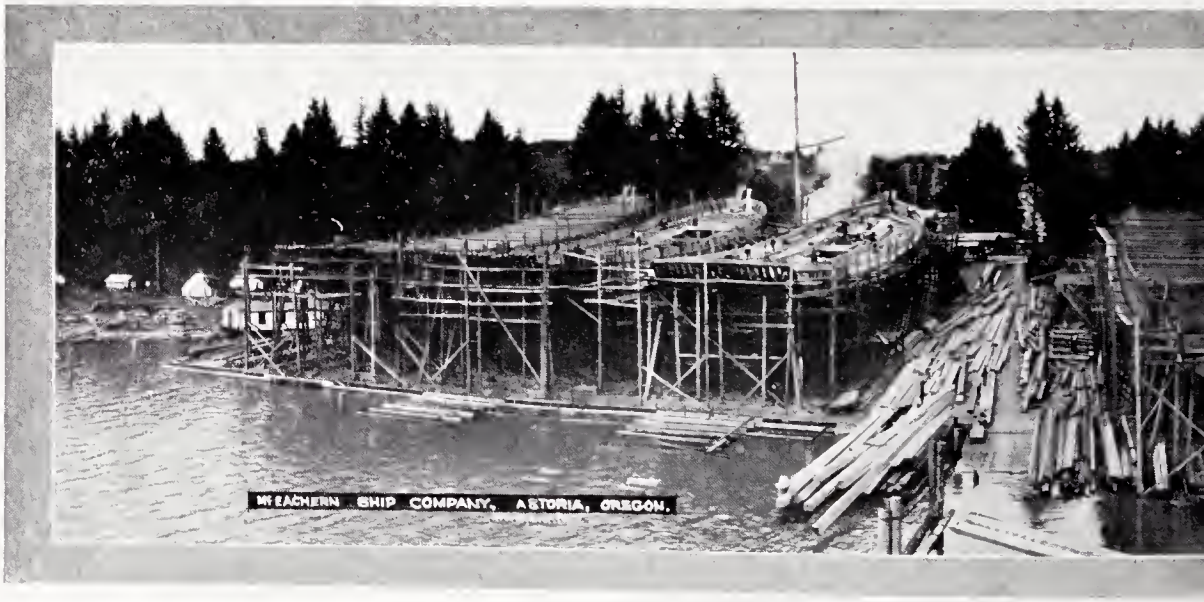
"I never knew there was so much wheat in the world!" said William J. Browning, representative in congress from New Jersey, when he first went through the Port of Astoria warehouses and grain tanks, and he added, appreciatively, "This is the biggest thing I've seen in the west." And anyone who makes the trip on the escalator to the top of the grain elevators and then looks down into one of the vast concrete tanks—take your choice, there



ASTORIA'S FISH I
The above picture is of one of the largest salmo

are eighteen of them—must be filled with a sense of awe at the quantity of potential bread stored up in the mass of molten gold below.

To the Port's tidewater grain tanks at the mouth of the Columbia rolls the yellow flood from the Great Columbia River—inland Oregon, Wash-



THE SEVEN SEAS ARE SAILED
Astoria already has her Shipyards and Marine Iron Works and a United States Nava

KNOWN WORLD-WIDE
canneries of which there are twenty in the city

ington, Montana and Idaho. Because of the water grade haul to the river's mouth and because of freight rates that place Astoria on an equal footing with Portland, Seattle and Tacoma, grain can be more advantageously handled at the Port than elsewhere. Located only ten miles from the ocean on one

BY SHIPS BORN IN ASTORIA
The largest marine railway in the world is now building
Base is a certainty,

of the five deep water harbors of the Pacific Coast, and equipped with the most efficient grain handling machinery, ships can load at Astoria and get out to sea with their cargo more easily than even from San Francisco or Seattle.

A seaboard terminal depends to a great extent on properly balanced and adjusted facilities, adapted to the requirements of the business tributary to its particular location. Such terminals should possess elastic qualities to meet the growth of business demands, as well as to enable its operators to economically and successfully meet the needs of its customers with full satisfaction. The Port of Astoria fulfills all these requirements. Through its commissioners (all highly successful business men who serve without

WONDERFUL PANORAMAS

At the left is seen the entrance to the harbor of Astoria from the inland for 600 miles. Across the harbor are state is directly trib-

compensation and with a fine appreciation of the service they can do the community), the Port of Astoria maintains, and is further developing, its superiority of storage accommodations, handling facilities and a high standard of service.

The plan of development for the Port of Astoria includes a pier system to extend far around the shore of Young's Bay, the city's new industrial center, partly around which the Port has already built a belt line railroad to care for the terminal traffic; the dredging of various tributary waterways, constantly being carried on by the Port owned and operated dredge "Natoma;" the building of seawalls and filling in of land along the Astoria waterfront, much of which has already been accomplished.

The dockage space already developed by the Port of Astoria equals one and one quarter miles, at all points of which is maintained 30 feet of water at mean low tide, sufficient depth to accommodate all classes of vessels that may enter the Columbia River. The warehouses are equipped with the most modern electrically worked conveyor machinery; a 50-ton locomotive crane is operated on the storage pier. Coal bunkers with a capacity of 3,000

tons and storage for 20,000 tons are maintained by the Port. With these bunkers, ships can be coaled at the rate of 175 tons per hour.

Side by side with the development of the Port of Astoria, a great project of private rather than public nature, is being developed. The Astoria Marine Iron Works, which now occupies Port of Astoria property, but which is removing to its own ground on Young's Bay, is one of the greatest industrial plants of the west. In its business with the Emergency Fleet Corporation, it ranked third in point of contracts of all the ship machinery installing concerns in the United States. So well pleased was the Shipping Board with its work, and so favorably impressed with the future of Astoria harbor, that the board has combined with the company in the construction of a marine

FROM COXCOMB HILL

Pacific. On the right is shown the mighty Columbia reaching the hills of Washington, a large part of which utary to Astoria.

railway to cost $500,000. Ground for this ship repair hoist has already been broken. It will have a capacity of 6,000 tons deadweight, and will be able to accommodate at one time four submarines. In view of the fact that the Navy expects to establish at Astoria the Pacific Coast submarine base, if not a naval base of first magnitude, this fact is of special significance.

Astoria has exceptional advantages as the site for the great marine repair plant and marine railway such as the Astoria Marine Iron Works is building. Situated at the mouth of one of the greatest rivers in the continent, midway between the chief northern and the chief southern ports of the Pacific Coast, it is at the terminus of the shortest possible water-way arc between the United States and the Orient, and at the entrance of one of the deepest and most accessible of the world's great harbors. These considerations have led the government to foster the building of the marine railway at Astoria, and these same factors are drawing to the Port, steadily and surely, the water commerce of the Pacific.

The total berthing capacity of the several wharves available in Astoria Harbor is 11,714 lineal feet with a depth of water ranging from 30 to 65 feet at low tide.

STORY OF THE SALMON

One of Astoria's chief reasons for being is the existence in the waters of the Columbia of the King fish of the sea, the Royal Chinook Salmon. Every spring this most highly prized of all fish swarms up the river from the Pacific to its spawning beds, and every year millions of them are caught in the nets that Astoria fishermen spread in the Columbia. Where epicures meet, the Royal Chinook Salmon is acknowledged to be the peer of all sea food, and

Astoria Provides Both Loaves and Fishes to Those Who Will Seek Them

wherever men of commercial and industrial knowledge meet, Astoria is recognized as the home of the greatest fishing industry in this country. So far famed is Astoria for her salmon, that the Chamber of Commerce constantly receives inquiries concerning the industry from people in all parts of the world. The important early history of the city and the lower Columbia may be summed up in a few significant dates: The discovery of the Columbia River by Captain Robert Gray, May 10, 1792; settlement of the city by John Jacob Astor, April 12, 1811; and the packing of the first salmon in tins by George Hume, in 1866.

From that first modest cannery in 1866 has grown the vast salmon canning industry of today, a business employing thousands of people and bringing in an annual income of millions of dollars.

To the visitor who comes to Astoria during the spring fishing season—from the first of May to the latter part of August—the first sight of the mighty river dotted with thousands of fishing boats is a sight never to be forgotten. At night their lights stud the dark Columbia as with a million glowing jewels. Varied estimates and seasons vary the number of fishermen who cast their nets into the Columbia, but authorities on the subject place the quota at between three and four thousand during the height of the season. Not only is fishing on the Columbia carried on by gill netting, laying out the nets

Fresh From the Water

across the channels and drifting with the tide or current, but by other methods as well. On partially submerged sand islands in the river seining grounds are operated where long nets are laid out across the channel, the outer end being towed into the grounds to form a purse and the net is then dragged in by horses. Another method of catching salmon is by fish traps, formed by hanging a wep pot within a circular enclosure of piles, with long net wings hung from a line of piles running into the channel, to divert the fish into the pot or trap.

By far the most dangerous and picturesque means of catching the salmon is that employed by the trollers, who go outside the entrance to the river and troll for fish. Also a large number of deep sea purse seine boats are operated off the entrance to the river. The fishing industry on the lower Columbia

supports at present about 20 canneries, the principal plants being within the city of Astoria. During the 1918 season the Columbia River canneries packed 600,000 cases of salmon. The value of this pack was $7,500,000, 65% of which represents the revenue to labor within this district and directly associated in the industry.

To further the salmon packing industry on the Columbia, the state of Oregon operates numerous fish hatcheries, which are maintained by licenses assessed against the canneries and fishermen, where millions of salmon are

Fish Cooking Room of a Cannery

propagated each year and released into the river. These fish go out to sea and grow to maturity, after which they return to the Columbia to spawn. One of the state hatcheries is located at Clatskanie, near Astoria.

The Chinook Salmon, for which the Columbia is famous, starts to come to the mouth of the river from the ocean as early as February or March, but, by state regulations, the season for catching them does not open until May 1st, which allows large numbers to get up stream to their spawning grounds. Those which enter the river first go to the headwaters, many of them getting to spawning grounds in the Sawtooth mountains in Idaho, more than 1,000 miles from Astoria. There is no other species of fish in the world equaling the Chinook Salmon in commercial value. It reaches an enormous size; fish have been taken weighing 80 pounds, and 50 to 60 pounders are not infrequent catches.

THE LUMBER INDUSTRY

Within the boundaries of Clatsop County, stand forests waiting for the woodmen's axe, which are estimated to contain 15,097,285,000 board feet; and on account of Astoria's harbor facilities the city is the natural center and distributing point for the lumber from the 60,000,000,000 feet of timber which stand in her tributary territory, according to government estimate.

There are Bigger Things Than Locomotives in Clatsop County

The heaviest stand of timber in the county is yellow fir, of which there is 8,172,410,000 feet in the county. Of hemlock, there are 3,694,495,000 feet, and of spruce, 1,361,648,000 feet. Other woods make up the remainder.

In the Hammond Lumber Company's plant, with a daily cutting capacity of 450,000 feet, Astoria has one of the largest mills on the Pacific Coast, and the ten other plants which are now operating in the county bring the total daily output to more than 1,100,000 feet.

The whir of these dozens of rip saws add hundreds of thousands of dollars to the city's payroll, and make Astoria one of the most important lumber shipping ports of a section of the country where lumbering is one of the main industries. The ports of Puget Sound, which are the Columbia's greatest competitors in the lumber business, can not compete with Astoria in regard to the accessibility of their mills, for in Clatsop County and in the

tributary parts of Washington, the trees are felled within sight almost of the ocean and brought to harbor within the sound of the breakers of the Pacific.

That Astoria is logically the very center of the lumber industry, not only of Oregon but of a large part of Washington, is told by the recital of a seemingly small but nevertheless very important fact, to-wit: That towage charges are less to Astoria than to any other point on the Columbia. That is, from almost any point of the vast tributary territory a raft of logs may

The Man is Figuring How Long it Would Take Him to Get it Into His Woodshed

be taken to Astoria cheaper than to any other point. This is because all natural conditions of river current and ocean tide are in its favor. One example will suffice. It costs but 30 cents per thousand feet to bring timber from the Washington side to Astoria, while it costs from $1.50 to $1.65 per thousand to raft the same timber to Portland. Time and tide are indeed great factors in favor of Astoria, and this favoritism simply means that for untold years Astoria will grow and grow in importance as a lumber center, eventually, perhaps, to become the most important in all America, if not in the world. Does this appear extravagant when more than one-tenth of the world's standing timber is at our very doors?

In Clatsop County there are 187 miles of logging roads and more are being built. A dozen companies have modernly equipped camps and

hundreds of men are employed the year around. Some of the more important camps are those of the Crown Willamette Lumber Company, Western Cooperage Company, Smith Lumber Company, Hammond Lumber Company, Murphy Timber Company, Kinney Timber Company, Olsen Brothers Lumber Company, Scott & Warren Lumber Company, California Barrel Company, Potter & Chester Lumber Company, Larkin & Green Logging Company, Oregon Timber Company and the Fish-hawk Logging Company. During the war and up to the signing of the armistice on November 11,

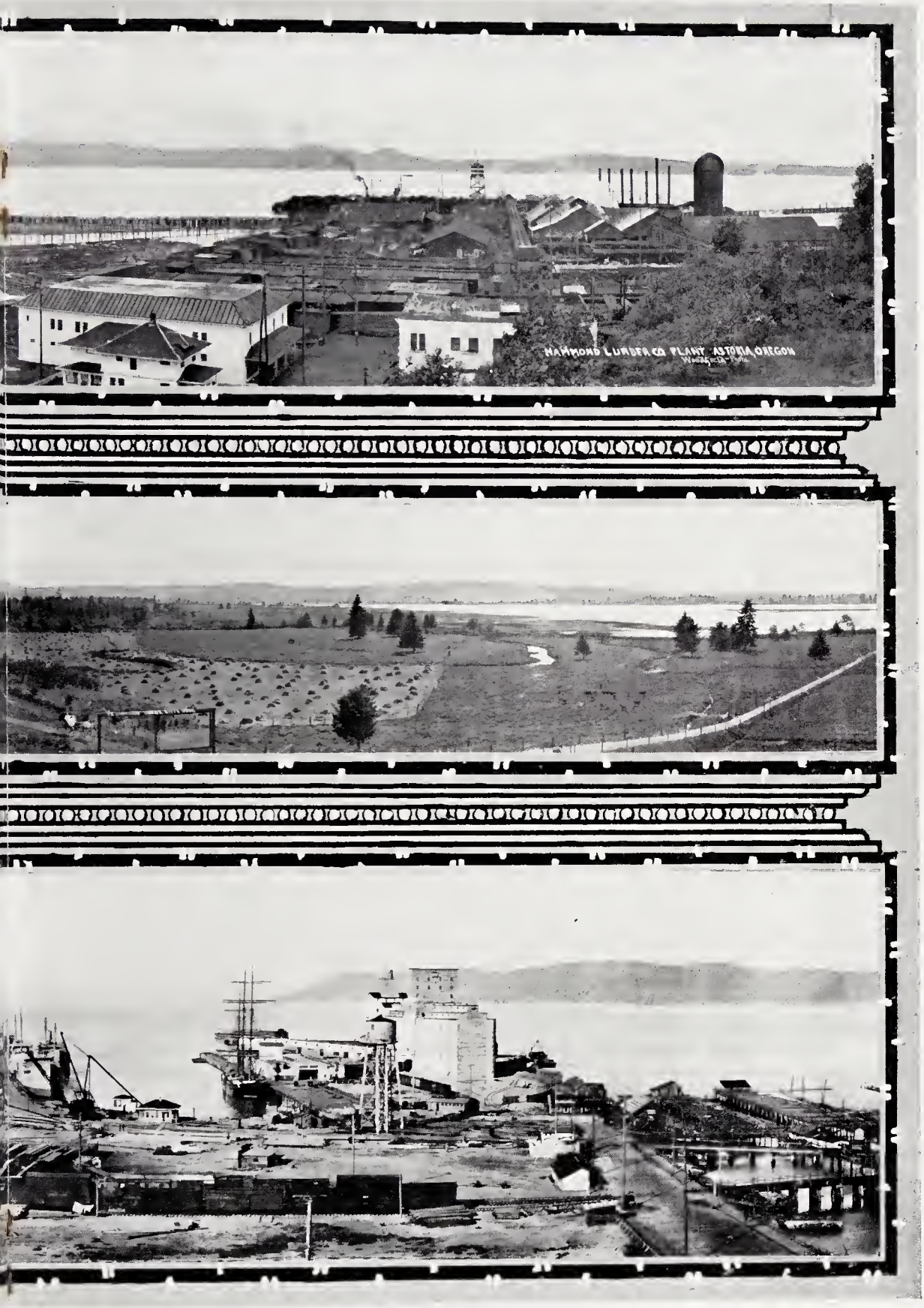
No Wonder Uncle Sam Won the War

1918, Clatsop County was one of the liveliest spots on the Pacific Coast. No less than six Spruce Division operations were engaged in moving spruce from the Clatsop County forests for the Air Production Board, and during this work approximately 100,000,000 feet of the choicest spruce was removed and shipped to the mills, where it was reduced to the finest lumber for the manufacture of airplanes.

In order to facilitate the production of this vast quantity of timber, railroads were built up into the hills and through the forests, and expert woodsmen were in charge of the work. A giant tree was found with a clear trunk for 20 or more feet from the ground, and it was felled. Perhaps but one log was taken from the tree, for only the choicest timber was accepted, and this had to be free from knots. The balance of the tree, perhaps 10,000,

LUMBERING, AGRICULTURE AND SHIPPING, EACH HAS ITS

In the lower picture are shown the Rodgers Shipyard, at left; the Ast



IS IMPORTANT PLACE IN ASTORIA'S PRESENT AND FUTURE

Astoria Marine Iron Works in center, and the Port of Astoria at right

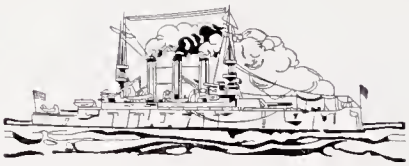
or, in some cases, 20,000 board feet, was abandoned where it fell when the log was taken out.

And this great quantity hasn't even made an impression in the vast forests of Clatsop County. Of course a trip through the forests will show where, here and there, a tree was felled, and the woodsmen left behind, all cut, greater quantities of choice lumber than was removed.

But, with the great markets of the world open to the lumber of America during the coming five years, and the shipping facilities offered by the Port of Astoria, there is no reason why the Clatsop County lumbering industry can not be more than doubled within a very short time.

But this is not all. With the vast forests of spruce extending right to the water's edge and ample water available not only for use of the mill, but also for power, there is every reason in the world why a paper and pulp mill for the manufacture of news print should be located at or near Astoria. The raw materials are right at the door of the mill location and the market isn't far distant.

Up to the present time no attempt has been made to develop the marketable resources of the alder, so plentiful in Clatsop County. This wood not only makes good furniture, but it can also be used for dozens of other household necessities, such as broom handles, clothespins and similar articles. There are millions of feet of alder along the numerous streams in the county, and about all that this fine timber is now being used for is firewood, and not much of that finds its way into the stove or open fireplace.



CLATSOP COUNTY FARMING

Farming in this county may be said to be very good from the ground up—nature made it so. Astoria, the large and rapidly growing county seat, as well as Seaside, Warrenton and Gearhart, offers good local markets. A comparison of industrial with agricultural development shows most convincingly the great need of agricultural and diary products for home con-

If There's Such a Place as Cow Heaven, Clatsop County is it

sumption. Facilities for transportation are not as yet all that could be desired, but improvements are going forward rapidly, and within a year or two no farmer need complain. By highways, by water and by rail do our products find their way to market. Quite as important as the excellent home market, are our fertile soil and right climatic conditions for this becoming a northwest center in dairying, berry and cranberry production and truck gardening. With summers cool and no droughts, and winters of little cold weather, everything is favorable for high production at minimum cost. The abundance of pasture and immense yields of roughage and root crops of our fertile tidelands are the foundations for successful dairying. Yet there are not more than 5,000 dairy cows in the county. We have room and present need for five times that number. At present, we are not producing enough dairy products to supply home demand, whereas we should

Nature Welcomes Man to Such as This

be exporting hundreds of thousands of dollars worth annually. Here is indeed an opportunity for hundreds of dairymen. Root crops are now almost entirely used for winter food. The yields obtained are unbelievable to those unacquainted with the facts. The county agent has made careful estimates of fields and found some producing 45 to 70 tons per acre in the season of 1918. Single roots weighing 25 to 35 pounds each are common. At this rate, a single acre will feed 10 cows 160 to 175 days. Our hundreds

Loganberries for Pies Preserves and Juices Grow Abundantly and With Big Profit

of acres of tidelands, most of which have not yet been plowed, are naturally fitted to become paying producers of dairy and truck garden foods.

BERRY GROWING

The recent phenomenal demand for Oregon berries has turned all eyes toward Clatsop County. Canneries and other manufacturing concerns all recognize that our climate is most favorable for producing large tonnages with none of the uncertainties of dry seasons. Hundreds of tons of wild evergreens can be harvested here annually. Canners expect to pay $27,000 this year for what they can get harvested. All temperate climate berries grow to perfection. Loganberries yield 3 to 6 tons per acre, for which canneries are paying 7 to 8½c a pound. Raspberries, under ordinary good care, will average 3¾ to 4½ tons per acre, for which canneries pay 10c a pound. Four hundred

24-pound crates of strawberries is a common yield. The local demand is far from being supplied, and canners are paying 10c a pound for all they can obtain. The climate is so favorable for this crop that our state Agricultural College horticultural authorities claim we have exceptional opportunities for producing late season berries for the large markets. The mild "autumn" weather finds ripe and ripening fruit on the vine in November.

Cranberries Are at Home Here
This industry is destined to great importance

Yields exceeding the rate of 400 crates per acre are on record. One prominent grower states that $500 represents an average net income per acre. One man with about an eighth acre of raspberries and loganberries sold $160 worth of fruit this year. Another with a similar sized strawberry patch sold $120 worth of berries.

TRUCK GARDENING

The same climatic conditions, together with the high natural fertility of the tidelands, present exceptional possibilities for truck gardening. Peas, beans, cabbage, root crops, broccole, lettuce, spinach, cucumbers and other

staple truck crops grow at their best here. Four to four-and-a-half tons of beans, 20 to 27 tons of cabbage, 30 to 35 tons of table carrots, are not exceptional yields. The possibilities for producing late peas for the northwest markets is unlimited. Canneries and dehydration plants are looking this way for locations because of the absolute certainty of getting large yields, of excellent quality, annually. Failure due to drought or insect ravages is unknown.

Irish Potatoes Do Better Here Than in Ireland
So do Irishmen

POTATO GROWERS PARADISE

In 1910, there were 273 acres of potatoes in Clatsop County. Careful estimates indicate that there has been but slight increase in acreage since that time, due to activities in other lines than agriculture. The average yield was 150 bushels per acre. This is above the general average for Oregon. Yields of 200 to 250 bushels per acre are common in this county. One grower obtained 10,000 bushels of marketable potatoes from 40 acres last year. He produced about 25% of all the potatoes in the county. From two and half to three times as many potatoes are consumed here as our farmers produce, and this does not include what the hundreds of ocean resorters use. The man who comes here with good methods can conservatively expect around 300 bushels per acre from one year to another. All our soils except the undrained tidelands are well adapted to potato culture. Here

as in dairying, we have the market, the soil, the climate, and we need more farmers who will make potato growing part or all of their business.

An average of 175 sacks of marketable potatoes was produced on the diked drained tidelands last year. The best yields on this soil reached 240 sacks per acre. One man with ordinary good creek bottom land obtained 200, while Nehalem Valley sandy soil is returning 250 to 300 bushels per acre of exceptional quality potatoes with just ordinary care.

OUR SOILS

Clatsop County's soil falls in five classes:

1. Tide lands, of which hundreds of acres are found in the county. Their production capacity is usually about four times that of the uplands. This land can be bought for from $100 to $450 per acre, depending on the extent of improvement. Droughts are unknown in this soil.

2. Botton lands, along the river and creek valleys. This varies from sandy loam to clay loam, and is the next most productive soil in the county, admirably adapted to grass, grain and potatoes, especially.

3. The beach sands, extending from Warrenton to Seaside and Ft. Stevens, and totaling between 8,000 to 9,000 acres. This is the most responsive soil in the county, and, with manure, will equal tide land in production. Seventy to eighty tons of rutabagas from an acre have been harvested from this soil. For root crops, potatoes, strawberries, this is a remarkable producer. It is well to understand that this sand is extremely fine, and with cultivation and manure it holds moisture exceptionally well. Its depth and warmth make it well adapted to alfalfa, and this crop is now being harvested here.

4. Upland soil includes most of the logged off lands in the county—some easy to clear; much that is not. In good locations, this land costs fifty to eighty dollars per acre; some that is away from the main highways costs less. Newly broken upland soil is not very rich in available plant food, but, like the sand, it becomes highly productive with manure and cultivation. As a soil for berries, it is excellent. Some of the upland is best adapted to goat, sheep and cattle ranges, and can be had for this purpose at surprisingly low figures.

5. Boglands, suited to cranberry culture. The cranberry industry is only in its infancy here, but it is bound, within a very few years, to become a most important one. Acres of this bogland are waiting development.

POULTRY AND EGGS NEEDED

The poultry man who looks for high prices for his products should come to Clatsop County. Visits from government poultry experts never fail to bring forth surprises at the prevailing figures. Local fresh eggs are few in supply. We haven't the producer, that's all. Our growing cities and the hundreds of ocean resorters, furnish an unexcelled market. Other conditions for poultry production are easily as good as in most localities. We have only four or five large producers in the county; there is plenty of room for others, and we need many more with flocks of from 100 to 300. Fresh eggs retail at times as high as 80c per dozen, 50c and 60c being the usual summer price during the past few years.

SOJOURNING AT SEASIDE

Seaside, eighteen miles from Astoria by rail and hard-surfaced highway, is the playground of the Northwest, where mountain with its streams and ocean meet, where breakers roll and cool ocean breezes soothe the work-weary soul of man!

Seaside, truly, is a meeting place, not only of the mountain and ocean, but of the large majority of rest, recreation and pleasure seekers of the Northwest. Her own public-spirited citizens do all in their power to furnish their visitors with all the rest, recreation and pleasure they can handle.

For rest, what better place is there than a quiet cottage facing the ever roaring breakers of the Pacific and the exhilarating air that comes with it? Or what more healthful exercise than a stroll along the hard sand of the beach or on the board walk at the edge of the hard sand?

For scenery, some of the most magnificent in the world can be found at Cannon Beach, within an hour's automobile ride of Seaside; and once there, the surroundings make simply being there a never-to-be-forgotten thing.

Sunset at Beautiful Seaside Beach
Tillamook Head, one of the most famous and rugged sentinels of the North Pacific, is here shown

Recreation, according to Webster, is diversion, and diversion is simply another name for Seaside. To get away from the toil and hustle and worry of business and city life into a quiet spot is no diversion, but simple laziness in most cases. But to find something to substitute for the toil and hustle and worry of business and city life is certainly diversion. At Seaside, a visitor need not look hard to find something different to do. There is a brisk walk or drive along the ocean or on the paved highway; there is surf bathing, which in itself is worth going to Seaside for; and there is a large salt-water natatorium with excellent diving boards, which appeals to those who are too delicate or fearful to brave the ocean breakers; there is roller skating, bowling, shooting, and above all, in the minds of the younger visitors at least, there is dancing and music.

The purchase, according to announcement just made, of the Hotel Moore, for many years the leading resort hostelry of the Northern Pacific Coast, has been made by a body of prominent citizens of Seaside, who plan to build a great addition and make the hotel, the name of which has been changed to Seaside Hotel, even more famous than it now is.

HAYSTACK ROCK AT CANNON BEACH

This hotel, however, is not the only place where a visitor can find enjoyment, for there are numbers of other fine hotels and there are numerous summer cottages, tent-houses and real summer homes which are obtainable for rent.

One of the sports which many of the visitors believe to be even more exciting than trout fishing, is clamming, and this is not one of the least attractive drawing cards of Seaside. You see the hole, you know the clam is there, you dig for him, and if you don't catch him it's your own fault. Then, there are many crabs in the ocean, and Seaside is a good place to catch them.

Among the projects which Seaside is about to undertake is the construction of a large recreation pier, to extend from the foot of the main street, Broadway, out into the ocean until it reaches the smooth water far beyond the breakers. An association to forward this project has been formed of the leading citizens, and considerable funds are already on hand toward its construction. This pier will undoubtedly be a reality, it is said, before the opening of the 1920 season.

Through the center of the city, and continuing for a number of miles back into the hills, is the Necanicum River, splendid for fishing, for boating, especially canoeing, and flowing between banks of unusual beauty.

Next to Seaside on the North is another beach resort known as Gearhart Park, treated in the chapter that follows.

Looking at Tongue Point from the Columbia Highway

SEASIDE
Smaller than Atlantic City, but far more delightful

GEARHART BY THE SEA

Gearhart has been called the "Golfers' Paradise," and it is. But of course it is much more than that, and is surely destined to enjoy many great and good things in the future. Some predictions might appear extravagant, but we are possessed of an honest belief that within five years (a period we have used in our predictions regarding Astoria and the county in general) Gearhart will surprise even its most enthusiastic friends and admirers.

As a place of resort, or even permanent residence, it is truly ideal. It possesses a wide and flat beach eighteen miles long, extending from the mouth of the Necanicum to the Columbia River jetty at Ft. Stevens.

The Sun Lingers Each Evening for a Last Look

There are more than 300 beach homes in Gearhart, belonging to the best families of the Northwest. Several of these homes have cost as much as $15,000.00. The better class have cement basements and furnaces for winter use, and owners visit Gearhart often during the fall, winter and spring months. The wide, flat beach affords safe and agreeable surf bathing. There is also a hot salt natatorium, with competent swimming instructors during the summer season.

An 18 hole golf link is located there. It is the only beach course in the Northwest. Expert golfers pronounce it more nearly like the famous Scotland Heath courses than any in the country. It is the golf home of the Astoria golfers, and the course is used every day in the year.

Gearhart has improved streets, splendid, pure mountain water and electric lights.

The famous Hotel Gearhart was destroyed by fire. A company has been formed to build a new hotel at Gearhart, which is expected to be open for the summer season of 1920.

Limited trains from Portland run to Gearhart throughout the year. The Columbia Highway also passes through Gearhart. The highway will all be hard surfaced early in the summer of 1920.

GEARHART

Golf, Bathing and Rest are among its Chiefest Charms

WIDE-AWAKE WARRENTON

At Astoria's side, with the same marvelous natural harbor advantages to boast about, is the sister city, Warrenton, smaller than Astoria, but like her in many respects.

Warrenton, though yet in the village stage, is bound to grow rapidly and to look even more inviting. At the present time, it has a permanent population of about 700, not including the large numbers who are employed at her lumber mills, her other plants, improving her roads, etc.

Warrenton is progressive in the substantial sense. This little live town has already issued bonds which approximate practically two-thirds of total assessed valuation, and all for public improvements.

The major improvement at Warrenton, which is now nearing completion at a big cost, is the deepening of the channel of the Skipanon River, together with reclamation work, making more than two miles of double fresh water frontage, almost within sound of the mighty breakers of Pacific yet placid as a mountain lake and navigable by some of the largest of the world's ocean-going steamers.

Two miles from the Warrenton Post Office are the terminal docks of the Great Northern Pacific Steamship Company, where, until the world war interfered, the steamers Great Northern and Northern Pacific made their northern terminal. These two ships are recognized as being among the fastest and best afloat and it is probable that the service from California to Warrenton will be resumed as soon as marine affairs have again approached the normal.

Warrenton is the tide-water terminal of the Lewis and Clark railroad, which extends inland penetrating the vast timber regions to the southeast and which is being lengthened to ultimately connect with the Southern Pacific railroad from Portland to Tillamook.

Clatsop County has been pronounced one of the best regions suited for agricultural purposes, and Warrenton is the port where a large part of the produce of the section will undoubtedly be shipped from as soon as adequate facilities are provided. The cranberry industry, one of the most profitable of the agricultural variety, is centered close to Warrenton and plans are now being made for the construction of berry canneries at this port.

COLUMBIA RIVER ENTRANCE

The entrance to the harbor has a depth of 42 feet of water at mean low tide; channel about 3,000 feet in width. About 12 miles of anchorage, ground over which the depth of water varies from 24 to 70 feet at mean low tide, and for eight square miles, a depth of from 30 to 70 feet at mean low tide. Water is fresh, eliminating the ravages of the toredo. The harbor is free from ice, and by the construction of adequate jetties north and south of the entrance, the river is protected from the ocean's swell. Mean average tide 8 feet 5 inches, and is not subject to rise and fall of water due to freshets in the river, on account of its proximity to the sea and large area covered by the river at its mouth. Directly opposite the city of Astoria, the river is about seven miles wide.

WARRENTON
Astoria's Vivacious Sister and bound to grow

TABLOID INFORMATION

Population (October, 1919, Estimate), 25,600.

Altitude, 10 to 300 feet above sea level.

Second city of Oregon, county seat of Clatsop County.

Distance from Portland, 100 miles; San Francisco, 550 miles; Straits of San Juan de Fuca, 130 miles; Seattle, 265 miles.

Largest freshwater seaport in the world.

Airline distance from the Pacific Ocean to the City Hall, 9 miles.

One day nearer the Orient than any other Pacific Coast port.

Natural oceanway outlet for 350,000 square miles of territory—one-ninth the area of the United States.

Greatest salmon fishing and canning center in the world. The canneries employ 1,500 hands.

Enjoys railway terminal rates. Is on Columbia State Highway, which will skirt the coast and join California State Highway at the border.

Columbia River discovered by Captain Robert Gray, May 10, 1792.

City settled by John Jacob Astor, April 12, 1811.

First salmon packed in 1866 by Robert Hume.

Number of fishermen at the present time, approximately 4,000.

Number of canneries, 20.

Less Orientals, proportionately, than any other Pacific Coast port.

Astoria has three wholesale grocery concerns, two wholesale fruit houses and one meat products distributing plant.

Astoria has 16 churches and church organizations; Seaside, 3; Warrenton, 2.

Astoria has 8 schools and 1 high school. In the county there are 39 school districts, with 4 high schools outside Astoria.

Astoria Flouring Company's Mill turns out 5,000 barrels of flour daily.

Hoefler's Candy Factory is the best known in the Northwest, and its Centennial Chocolates are sold in many states.

There are three shipyards, employing many hundreds, and eight lumber mills in the county, employing (by latest available data) 1,686 men.

Approximate cut of lumber, per year, for many years past, has been 350,000,000 feet. Available timber standing in territory tributary to Astoria is estimated by Federal authorities as approximating 60,000,000,000 feet—one-tenth the entire standing timber of the world!

Astoria has 7.62 miles of water front, and 12.17 miles of hard-surfaced streets.

It has two daily newspapers, The Morning Astorian and The Evening Budget, one weekly, one theater, a new theater costing $300,000 in prospect; four moving picture houses, five hotels, eleven garages, one business college and a school of music.

It has the big Marine Iron Works, and the largest marine railway in the United States; the latter a semi-governmental enterprise.

The financial institutions number five: The First National Bank, the Astoria National Bank, Astoria Savings Bank, Scandinavian-American Savings Bank and the Bank of Commerce—all prosperous and substantial.

Astoria has a large and modernly equipped box factory—the Astoria Box Company, employing 200.

Center of agricultural, fruit and dairying industries of Clatsop County. All are flourishing, but open to vast extension. The newest industry, that of cranberry raising and canning, brought an approximate revenue of $150,000 in the season of 1918-19. It is estimated that this revenue will be several fold larger in 1919-20.

The climate at the mouth of the Columbia is as near perfect as any person could ask. Temperatures range in summer from 54 to 91 and in winter from 15 to 50, all of which leaves scant room for complaint against extremes. The rainfall is heavy through the winter, but this is the one and only extreme noted here. The summers are ideal and, coupled with the wonders of scenic and artistic environs, make the lower Columbia country one of the very gardens of the earth for the settler or tourist. The country abounds in water of the purest and coldest, mountain-born, and a product which Astoria enjoys to the amplest through one of the finest distributing systems in the state.

All the older, and many of the newer, fraternal societies are strongly represented in Astoria: Masons, Elks, Odd Fellows, Knights of Columbus, G. A. R., Redmen, Knights of Pythias, Moose, A. O. U. W., Foresters of America, Fraternal Brotherhood, Eagles, Knights of the Maccabees, Modern Woodmen, Royal Neighbors, Sons of Herman, W. of W., United Artisans, as well as a number of Scandinavian societies and clubs, fifteen labor organizations, and more than two score other associations for the promotion of fraternal and social ends.

Clatsop Post No. 12, of the American Legion, was organized in the Spring of 1919 and is in a most flourishing condition. It has more than 400 live members, and has already attracted nation-wide attention because of its ardent and outspoken patriotism.

The Astoria Business College, already enumerated, is one of the staunchest institutions of the kind in America, and easily takes a leading place in the Northwest. So well known are its methods and results that graduates are readily sought by commercial and professional employers.

There is, perhaps, not in the entire United States, a community which has to offer so many "ready-made" waterfront sites for the location of industrial enterprises. Astoria virtually has miles of still unoccupied water front, this including Young's Bay, Young's River, and the Lewis and Clark River, to say nothing of the vacant sites on the Columbia. Nor are these locations just so much "shore" or "bank." Though largely unimproved, these locations are highly desirable and advantageous from the purely commercial point of view. A majority of them are of the finest natural sites, with deep water on one side and a level and substantial hinterland on the other. Industrial enterprises seeking locations should not fail to fully investigate Astoria's claims before making a decision.

The Astoria Chamber of Commerce leads the state in its ratio of members as compared to the city's and county's professional and business men, having a membership of 800, all working for the best interests of the community.

As this booklet is going to press, work on a new project is progressing rapidly, and before this literature is in the hands of readers, the new and masterful plant of the Pacific Power & Light Company will be well along. The plant is located on a part of Taylor's Astoria, fronting on Young's Bay, and will represent the initial expenditure of more than a million dollars. The erection of the piers is now under way, and as soon as these are completed the materials, machinery, etc., for the immense new buildings will be unloaded. The company will not alone generate sufficient electricity for what may be the needs of a growing city, but a large gas manufacturing plant is included in the general scheme.

Perhaps nothing indicates more directly the coming prominence of Astoria as a distributing point (both inland and seaward) than the new plant of the Standard Oil Company, now building, and which is expected will be completed not later than January 1st next. This gigantic corporation has decided that a million-dollar plant for the distribution of their products be located in the growing city at the mouth of the Columbia. Great storing tanks have been erected and adequate facilities will be at hand for the full and prompt supply of all needs, foreign, coastal and otherwise.

So little has been said regarding the Lower Columbia region (which means the Washington as well as Oregon side) with reference to its possible exploitation as a pretroleum and natural gas territory, that its mere mention is a surprise to most of our people. Yet it is a fact undeniable that prospects in oil and gas have been found at Megler, Deep River, Sand Island, Chinook Beach and Ilwaco, and other points, much evidence of hidden petroleum and gas resources. The oil odor is so noticeable at several places that loggers and hunters have time and again reported them; and foreign experts have declared that there can be no question of large future workings in both these industries.

The Columbia River is important not only on account of its great industrial and commercial interests, but also for its strategic position and consequent importance, from Military and Naval point of view as a base of operations communicating with the interior by transcontinental railways, highways and water communications. Three U. S. forts are within sight of Astoria.

The amount of business transacted at the Astoria Postoffice, as given officially for the last fiscal year, is as follows: Amount of Postal Receipts, $73,601.84. Money Orders issued and amount: Number, 37,384; amount, $547,548.62. Amount of Postal Savings Deposits, $315,872.00. Money Orders paid and amount: Number, 18,762; amount, $226,208.84.

CORRESPONDENCE INVITED

The Astoria Chamber of Commerce earnestly invites correspondence by home-seekers or companies desiring location in Clatsop County, and its secretary will take pleasure in supplying all needed information. It may seem unnecessary to state, but information so given will be absolutely reliable and uncolored.

Address: C. I. BARR, Secretary,
Chamber of Commerce,
Astoria, Oregon.

HISTORICAL SNAPSHOT

The history of Astoria really starts with the discovery of the Columbia River by Captain Robert Gray on the 7th of May, 1792. In the good ship Columbia of Boston, Captain Gray passed through the breakers at the mouth of the Columbia and anchored in what is now Astoria harbor. On the 11th of November, 1805, Lewis and Clark, the explorers, reached the end of the trail at Astoria and camped on the banks of the river which now bears their name, the Lewis and Clark. They continued on to Seaside, where the salt cairns which they built to extract the salt from the waters of the Pacific still remain as a memento of their visit.

On the 22d of March, 1811, Astoria was founded by the John Jacob Astor fur trading party, when the ship Tonquin arrived in the harbor. On

"The Old Fort" in the City Park
Being a Replica of the Original Stockade Built by John Jacob Astor

the 12th of April, the erection of the fortified stronghold was begun. A replica of the old Astor fort still stands. It was built in the city park for the celebration of the city's centennial anniversary, and remains an interesting reminder of the beginnings of the city.

On the 30th of November, 1812, the British ship Raccoon took possession of Astoria in the name of the king, and the city post was christened Fort George.

On the 15th of June, 1846, Astoria again passed into the hands of the United States when the treaty with Great Britain was signed, and its original name was once more assumed.

It is interesting to note that the post and harbor of Astoria was referred to in glowing, yet accurate terms by James Fennimore Cooper a hundred years ago, and it is believed that his information came from the official report of this vicinity made by Captains Lewis and Clark.

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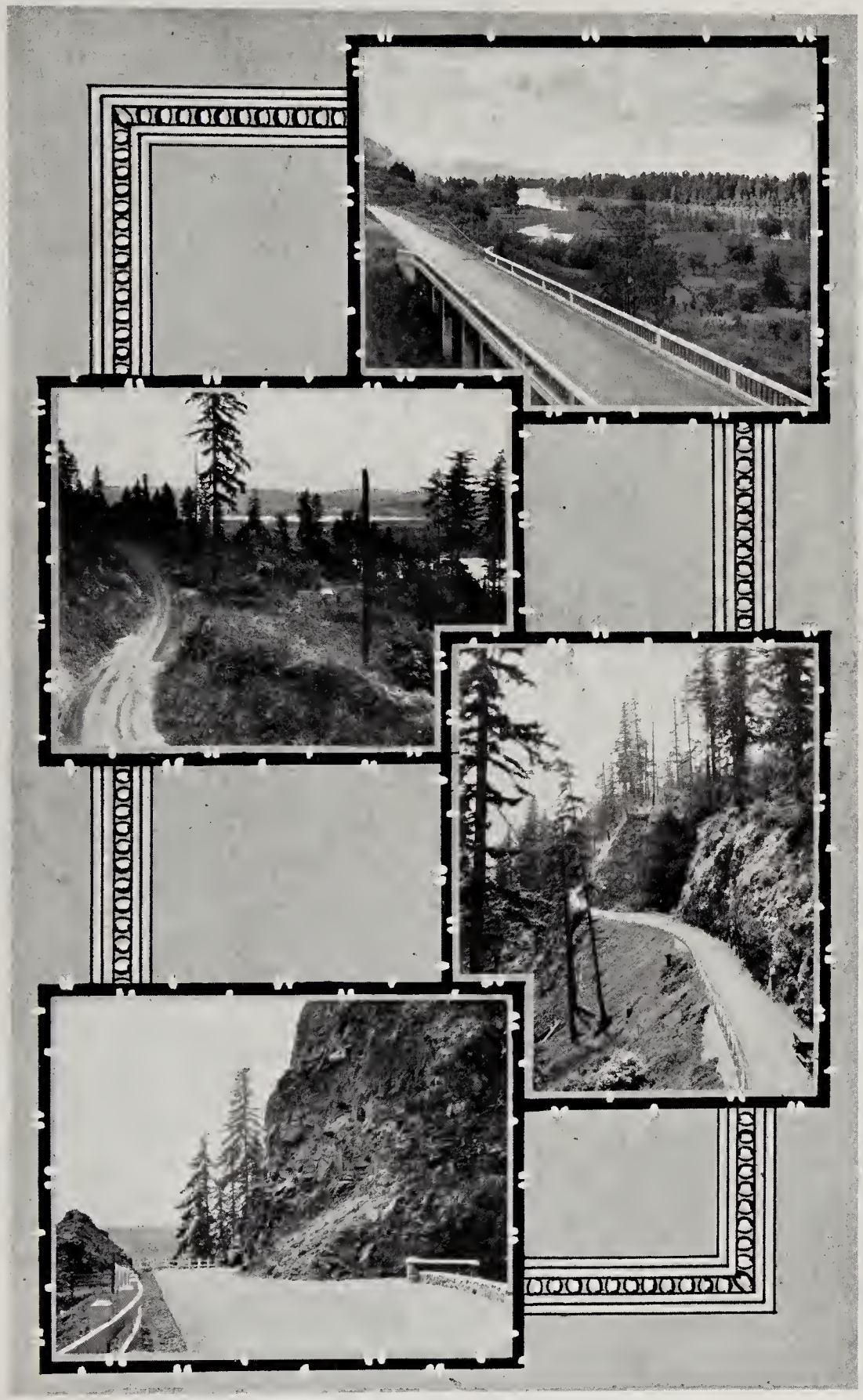
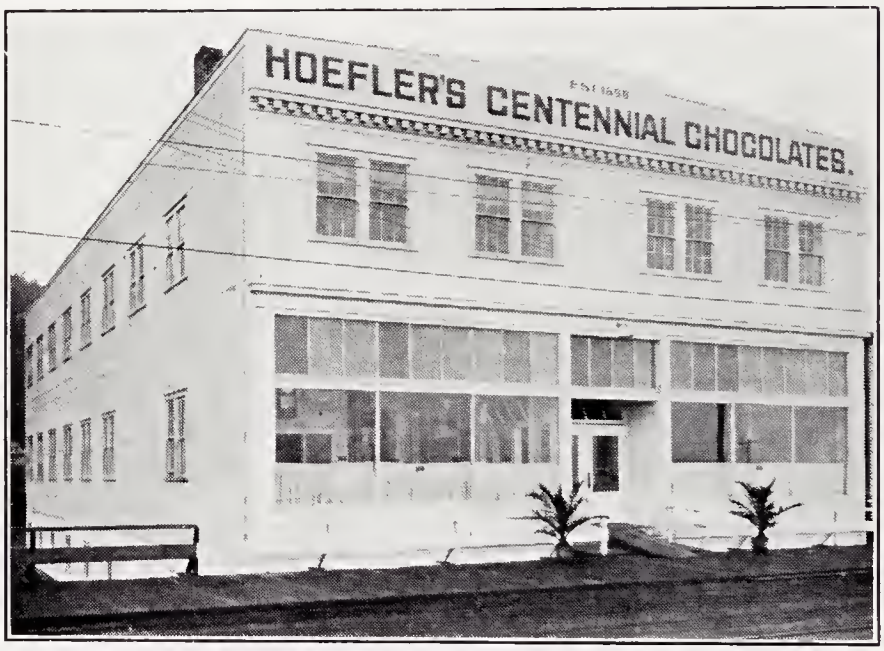


Along the Lower Columbia River Highway

AN IDEAL COMBINATION

It is often said, and with truth undeniable, that "you can't live on scenery." If one could, he might picture the throngs gathered about the summit of Saddle Mountain, Mount Hood and Pike's Peak; yea, even an intense crowding of mortals taking in the necessities of life from the Washington and Bunker Hill monuments—gastronomically drinking in the vista!

But—and the reader will please mark well the accentuation—there is a vast difference between living *on* scenery and *with* it; in other words, selecting your scenery and then attempting to eke out a livelihood in order to enjoy nature; or picking out that part of the world where your material prospects are substantial, your future secure, and then finding that long



Home of Centennial Chocolates

before you sought your paying job, or good farm, or thriving business, God had been there and made an arrangement to comfort and delight you!

Men and women, from earliest days, have sought riches, or at least temporary prosperity, in the most uninviting and inaccessible regions, only to return to more habitable climes when success or failure (and so often the latter!) became marked. So, it follows that while we may not live on scenery or climate for very long, we each of us place great store upon them in the general scheme of living. Indeed, in these more sane days—for the world is undoubtedly saner than ever before—we rightfully accord nature's efforts a large share of our consideration.

Of course, the ideal combination is where business and nature have gotten together, so to speak, and have sent an invitation to us to partake of the benefits of the co-partnership.

Astoria is the embodiment of this ideal combination. It has work for you if you are looking for work, enterprise for you if you are enterprising, oppor-

tunity if it be opportunity you seek. It is marching forward in a strictly business way that brooks no obstacle in the pathway of eventual gigantic success. It holds out bread and butter, verily, and much more, to such as will seek its bounty. It is a place for a home "made of hands" and Oregon timber. It is not a fairy city, set in fairyland, nor a playground, nor a "fine place for retired people" who have made their wealth or lived their lives of activity elsewhere. Rather, is it a live, full muscled, red-blooded city in a stirring region where mental and physical manhood and womanhood find much to do.

But in spite of all this, Astoria and Clatsop County have all the beauties of nature to offer its chosen people, or, better, perhaps, the people who have chosen it for their abode. It may truthfully be said that no given 20-mile radius on the earth's surface surpasses the primeval region of which Astoria is the center for natural beauty and primitive attractiveness. These words are used advisedly, for were there not a habitation or a mark of civilization hereabouts, we are sure that primitive nature would smile contentedly upon the charms of her handiwork.

Look in any direction upon or from Astoria and your panorama is an entrancing one. From the deck of the incoming ship the bold Oregon and Washington shore lines, with their occasional beaches, are seen, The bar at the mouth of the Columbia, for long years the terror of the mariner and fisherman, but now only a name, still rolls its mighty waters and churns its acres of foam. The myriad gulls sing and sweep and circle, and all passengers are on deck to visualize as well as feel the gigantic tumblers of the Columbia on their wedding with the sea. But the mariner has no fears. He knows that at lowest tide forty feet of water tumbles over the "bar" and that it is but a stone's throw to a placid anchorage, or a short half-hour's steaming to modern and substantial docks.

The newcomer must rouse with pleasure at the sight before and about him. All but sky and water are painted in emerald hues by a lavish hand, and he is wont to exclaim, be it mid-winter or mid-summer: "Behold the land of Verdure!" From near-by river bank to distant mountain crest (and, in between, the high ridge of the Astoria peninsula) is nature's lovely rug, woven with all those hues and tints so fascinating to the eye of those who love the sublimest art of the universe. Here old ocean greets great rivers and lesser streams as they gather their sparkling waters to form the vast picture-ground in which Astoria is set. Here the emerald beauty of Killarney, the soft lines of Maggore and the rugged prospects of the Scottish lakes blend and harmonize. Here the breadth and sweep of the Mississippi's lower reaches are elevated and intensified by such bolder heights as have given fame to the Hudson and the Susquehanna. Here, mountain and vale and tideland, forest, stream, sky and ocean meet and blend and sing a song of joyous nature together. And the mistress of it all, Astoria, is very, very glad—for the undying notes are of her own happy household.

Are you responsive to the call of nature beautiful? If you are, you will love Astoria.

Are you awake to the call of modern progress? If so, you will admire Astoria.

Are you pregnant with a twin desire—a wish for the ideal combination? If you are, Astoria will welcome you with open arms and a warm heart!

THE GATEWAY

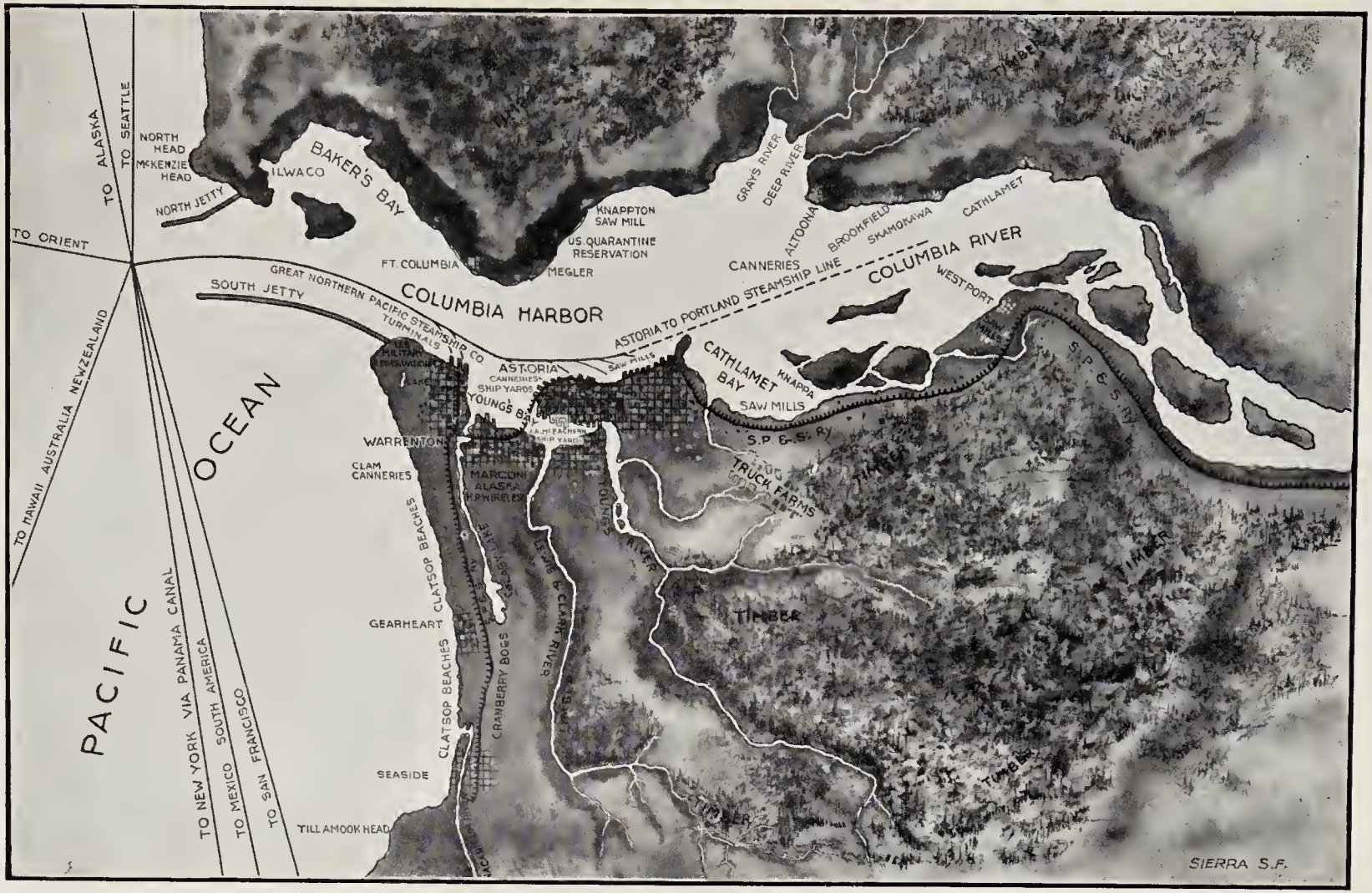
"Astoria, the Gateway of the Vast and Fertile Columbia Empire."
(By Major Wm. F. Mannix)

Thou art an Empire's Gateway,
Reared glorious and grand,
To ope the way to far Cathay
And distant sea and land.
Thou art the path to riches great
In wide fields near thy door;
And beauties rare beyond compare
Adorn thee evermore.

Here rolls Columbia's mighty flood,
Glad wedded to the sea;
Here fertile fields of plent'ous yields
Give tribute unto thee;
Here mount and stream and tideland meet
In tuneful melody,
And fairy scenes of wond'rous greens
Make soul-deep ecstacy!

On thy blue waters myriad sails
Flash helios in the sun,
While in thy deep the gold fish leap—
The billion salmon run!
At anchorage great ship and barge
Bespeak thy busy mart.
And from thy hills to tireless mills
Doth pulse thy brave, strong heart.

Astoria! Gateway to the Sea!
And Gateway to the Land!
Thy portal wide 'tween earth and tide
Wast wrought by God's own hand!
In beauty and in strength He wrought
The forest, stream and lea,
That we might sing with joyous ring,
Astoria fair, of thee!



THE WORLD'S GREATEST FRESHWATER SEAPORT

Here is the Gateway, made by Nature, between the Columbia Empire and the Vast Regions of the Pacific

Astoria

CLATSOP COUNTY

Oregon